

VICTORY and FAVOURITE off Margate

--From an early print

### LONDON'S FIRST BUTTERFLY BOATS

By Frank C. Bowen

To the British deep-sea man the paddle (sidewheel) river or coastal excursion steamer is always a "Butterfly Boat," and the name has often been inherited by the diesel-driven miniature liners which have taken the paddlers' place on the London River and in certain other centers. To the seaman as to the landsman, the paddle steamer is always held or remembered with affection, perhaps on account of a recollection of a childhood desire "to see the wheels go round," and perhaps because most people's earliest remembrance of going afloat is being taken for a trip in an excursion steamer.

To the student, these craft are interesting as being the first type of steamer to run commercially. Fulton's CLERMONT was, of course, the pioneer by several years; the first in Britain was COMET of 1812, and several others ran on the Clyde before the first appeared on the London River. The first ran upstream to Richmond and was named RICHMOND PACKET, built in 1814 in Yarmouth and sailed down to London to receive her 10-horsepower engine, which was noteworthy as being the first marine engine to be built by the famous Henry Maudslay. She only ran for a very few weeks; she was bitterly opposed by those who loved the amenities of the upper river and by the watermen, and finally she lost what little public confidence she possessed by bursting a steampipe. The accident was not serious, but it gave her critics the opportunity of alarming passengers with the possibilities of being blown to pieces or boiled alive, and she was laid aside to rot.



Her possibilities, however, appealed to practical men on what was called the Long Ferry, from Billingsgate, just below London Bridge, to Gravesend, and they went to the Clyde to buy the little steamer MARGERIE, which had been built in 1814 at Dumbarton. She was sent through the Forth and Clyde Canal to the East Coast, and, as she was too wide as a steamer to pass through the locks, her paddles and sponsons were unshipped and she was towed through by horses. She was refitted in the Forth and steamed down the East Coast to London.

She started running in January, 1815, her "superb accommodation" featuring conspicuously in her advertisements, and with luck could do the round trip in a day. The fare each way was four shillings in the chief cabin and two in the fore cabin. Her owners very soon ran into trouble with the licensed watermen, who under an ancient Act were given the exclusive privilege of carrying passengers on the river. A freeman of the Watermen's Company was therefore appointed to command, but the privilege was still a handicap. She was not allowed to go alongside at either end of her trip; her passengers had to be carried to and from her while she was anchored in the stream, and the watermen's charge was more than for the trip to Gravesend. They would put their wherries in her way at every opportunity and were constantly stopping her to embark passengers in midstream, so that it became very difficult to maintain her schedule.

MARGERIE was of only 40 tons burthen, but the next purchase from the Clyde was 72 feet long and of 74 tons burthen. She had been called DUKE OF ARGYLE in Scotland, and her hull was on the old cod's head and mackerel tail principle, her appearance being like that of a miniature man-of-war with the old beak bow of Nelson's day and gunports painted on her sides and stern. Her paddles did not project clear of the sides in the usual fashion but were built into the hull and so lost a lot of their efficiency. The fact that she was not fitted with a mast was no great disadvantage, for she had a tremendously tall funnel, carefully stayed, on which a big square sail was set.

She left Glasgow in May, 1815, and next day weathered a gale which proved her seaworthiness. Putting into Dublin for bunkers, her captain found two passengers who were willing to join her for the adventurous journey to London. At various points in the English Channel, she was taken for a ship on fire;

but eventually she completed the trip by running the last ninety miles in ten hours, which made a big impression.

Although she was practically a new ship and had cost her owners £1,500, they immediately spent another £1,500 on new machinery, and, realizing that the old bluff bow did not suit a steamer as well as it did a sailing vessel, had her old bow cut off and replaced by a longer one with finer lines. She soon became so popular that during her first season she frequently carried 350 passengers at a time, and they must have been extraordinarily uncomfortable.

Next came DEFIANCE of 1816, 51 tons burthen, with an engine of 14 horsepower. She was put onto the 90-mile run to Margate on the Thanet coast, which was rapidly becoming a very popular holiday resort. In the same year a very much better ship was put onto the same run, REGENT or PRINCE REGENT--both owners and authorities were very casual about names in those days--which had a burthen of 112 tons and Maudslay's improved engines of 24 horsepower turning her paddles at 30 revolutions a minute. The two engines were independent, and the single boiler was placed between them. Her machinery was designed by Marc Brunel, father of the designer of GREAT EASTERN, who was hooted through the streets of Margate by the sailing hoymen and their friends. Next year she was burned off Whitstable while carrying 40 passengers, but they and her crew of ten were saved. The original MARGERIE, renamed THAMES, was put on the Margate run for a time, but was too small and was soon sent back to the London-Gravesend service.

Even the river service required better tonnage as it got more popular, and in 1817 SONS OF COMMERCE was built by Evans of Rotherhithe. Eighty-seven feet long on the keel with long overhangs and a beam of 14 feet, she was magnificently built of oak, and copper-fastened. She had a speed of ten land miles an hour, which at that time made her the crack ship of the river. Her owners soon decided that she was too good for that service and put her onto the Margate run under Captain Large, who is immortalized by being mentioned in the Ingoldsby Legends. At the same time the watermen, who were still trying to drive the steamers off the river, got a Select Committee of the House of Commons appointed to consider the safety of the new steamboats. To the disappointment of those who had secured the committee, it reported that steam propulsion was a very valuable asset to



the river, and that it was averse to any legislation which would check the construction of steamers or restrict their activity. At the same time, it proposed a Parliamentary bill to insist that boilers should be made of wrought iron or copper, each provided with two efficient safety valves, and that was immediately made the law.

After that, steamers followed in rapid succession. The 160-ton VICTORY ran a right-through service from Richmond to Margate when the tide permitted her to go above London, her masts and funnel being hinged; and she was joined in 1818 by FAVOURITE. The owners soon found that it paid them better to reduce their run to the one from London to Margate.

As the standard of Margate boats was improved, the older vessels were confined to the river, and a contemporary advertisement gives quite an interesting picture:

The SONS OF COMMERCE and the THAMES

One of these favourite vessels will leave the Tower Stairs for Gravesend and the other will leave Gravesend for London every morning

at 8 o'clock and every afternoon at 4 o'clock, Saturdays excepted. For particulars apply to Captain Large of the SONS OF COMMERCE and Captain Payne of the THAMES, at the "Chequers Tavern" by the Tower Stairs, or at the "White Hart," "Falcon Tavern," "Nelson's Head," "Prince of Orange," "Pope's Head," "Amsterdam" or the "Three Crowns" at Gravesend.

By the time the captains had finished this round of taverns before sailing, one is tempted to wonder in what condition they were to navigate on the crowded river.

Very soon after that, the river traffic was not satisfied with the cast-off steamers from the coastal service, and builders were beginning to turn out very light but excellently-built little steamers, all wooden-hulled as a matter of course, which contrived what was regarded as an excellent speed, while ships of 350 tons burthen were being built for the Margate service, which were packed to capacity in the summer and earned quite a fair number of passengers even in the winter months.

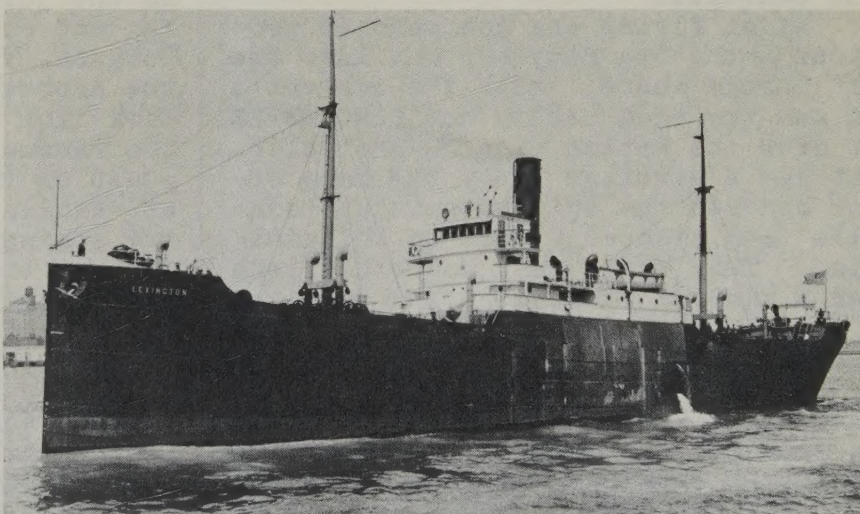
## A BRIEF HISTORY OF THE MERCHANTS AND MINERS TRANSPORTATION COMPANY

By William B. Taylor

-- Part VI --

While December 7, 1941, was the day when hostilities actually began, the Government had been taking ships for some time before, the biggest and best being gobbled up first. IRWIN and KENT had been in Merchants & Miners service only five years when Uncle Sam reached out for the grab. IRWIN was taken March 6, 1941, and became the Army Transport JOHN L. CLEM; KENT went April 13, 1941, and became the Army Transport ERNEST HINDS, after going ashore on Gull Island in Buzzards Bay March 12, on what was to have been her last trip before delivery to the Government.

CHATHAM, under command of Captain Samuel T. Herbert, was the next to be taken, but retained her name and master. She carried supplies and personnel to points in Newfoundland and Greenland, and made several round trips from Boston and New York before being tor-



LEXINGTON a LAKE FANDANGO, May 1, 1937

--All photos by Author

pedoed in the Straits of Belle Isle on August 27, 1942, almost in sight of land, with the loss of 14 lives out of about 500 on board. Captain Herbert had stayed ashore for this one trip, but several of those who died were old Merchants & Miners men, and part of the crew at the time of the sinking.



With the taking of CHATHAM and FAIRFAX, it was expected that DORCHESTER would be requisitioned in a very short time. Although sailing schedules showed that a certain ship was expected to sail on a certain day, that was often changed or completely cancelled overnight. Passenger schedules were printed and distributed to agencies; but dates were rarely kept after the middle of September, 1941.

Hoping to get in one more trip on the good old M. & M. before a declaration of war should cancel all sailings, the writer embarked on DORCHESTER September 29 at Philadelphia, for Baltimore, Jacksonville, and Miami, not knowing where or how the trip might terminate. All went well on the outbound passage, and Miami was reached practically on schedule; but a hurricane was messing around Nassau and heading toward Miami. It was expected to pass over the port on DORCHESTER's sailing day. Frequent visits to the Weather Bureau convinced Commodore William E. Payne that it was not safe to try to beat the gale out; so the ship was secured to ride it out at the dock in Miami. The center of the hurricane passed over at 5:30 A.M. October 6, with wind velocity reaching 119 miles per hour from the southeast. The wind hauled to southwest about 10 A.M., and at 11 A.M. DORCHESTER was on her way 20 hours behind schedule.

Midst flying sea and sand, we proceeded to the Sea Buoy and out into the Gulf Stream where, with the current's aid and the wind behind her, DORCHESTER got over the bottom at a 16-knot clip. Next day a wireless from the home office ordered the ship to omit Jacksonville and proceed direct to Philadelphia. This saved many hours but left over a hundred passengers and 500 tons of cargo to wait for some other sailing --if any. Still, it got DORCHESTER in on time and back on schedule. This proved to be the last trip but one that she made for the Merchants & Miners. On her return from the next, she was taken over for war duty. Under command of Commodore Payne, she was delivered to the Government at Brooklyn, New York, about November 1, 1941. Because of his age, Commodore Payne left her there.

DORCHESTER was equipped with gun tubs and degaussing, and put in readiness for carrying war personnel and materials. In convoy, her early duties took her to ports between Halifax and Greenland. Beginning January 24, 1942, she was operated by the Maritime Commission for the War Department. Out-

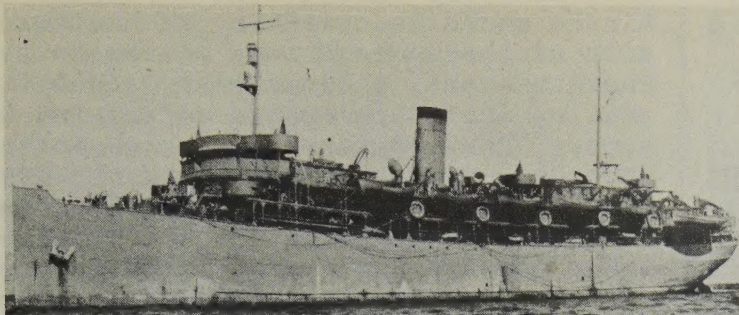
fitted for army service in New York, she was allotted to Agwilines in February, 1942, for operation, and left in March for Kungiait Bay, Greenland, returning in April to Boston. She made several round trips to Argentina, Newfoundland, during 1942.

On January 22, 1943, DORCHESTER left New York for Saint John's, Newfoundland, and Narsarsuak, on what turned out to be her last voyage. At 4 A.M., February 3, 1943, in zero weather, she was torpedoed and sunk by a German submarine, with the loss of most of her passengers and crew. She was carrying 404 military personnel, 101 merchant crewmen, 112 contractors' employees, 13 Greenland civilians, and 52 men of the naval armed guard, survivors of whom are sure they made direct hits on the submarine that sank them. It was on DORCHESTER's decks that the four immortal chaplains gave up their life-jackets to others less fortunate and went down with the ship. Most of those who did not drown were frozen to death in the icy waters.

FAIRFAX, the hoodoo ship of the 1926 triplets, was the only one to survive. Taken by the Government in October, 1941, she made most of her trips on the Atlantic coast--anywhere from Newfoundland to the Canal Zone--although she did make one voyage to Manila. She was allocated to the Navy for operation in the joint pool from 1942 to 1945. In May and June, 1945, she visited Ponta Delgada, Villa de Porto, and Horta in the Azores. That December she left New York for Subic and Manus Islands via the Panama Canal, returning to the east coast of the United States with calls at Manila and Samar, and arriving in the spring of 1946, to be released from further troop service. She finally departed our shores as CHUNG HSING, when she passed out by Cape Henry on August 30, 1946, flying the Chinese flag and bound for Shanghai. She was reported in Hong Kong August 10, 1950, under new owners, the Far Eastern & Panama Transport Company. Her name at that time was given as PACIFIC STAR. In October, 1951, it was announced that she had been acquired by the Indonesian Navigation Company of Jakarta for service among the islands as BINTANG SAMUDRA.

ALLEGHANY was taken in November, 1941, for use as a training ship. After conversion, she looked outwardly like any other armed transport, but inside she was a complete floating school, with her lower decks transformed into classrooms and workshops. She went into service as AMERICAN SEAFARER and, after





AMERICAN SEAFARER a ALLEGHANY

various assignments on the Atlantic coast, was moved to the Pacific coast, where she arrived in May, 1944, to be based at Catalina Island.

She was staffed with a crew of 25 officers and 107 unlicensed personnel, under Commander William E. Porter, USMS, and had berthing and training facilities for 354 men. Instruction was given trainees between the ages of 17 and 50 in the deck, engine, cook and baker, and junior engineer branches of the service. Between May, 1944, and June, 1945, a total of 7389 men received training on board this ship.

On training cruises during daylight, AMERICAN SEAFARER operated off Catalina, using the lee of the island for boat drills; and during the night she cruised to eastward. Trainees were given enough instruction to meet ship-board requirements, so that when they shipped on a merchant vessel they would have theoretical technical and practical knowledge to enable them to carry on in their rated positions.

The vessel lay idle on the west coast for about two years after the need of training men was over, and finally in February, 1948, the Government offered her for sale. This kind of sale makes "the last sail"--to the junk yard. However, Merchants & Miners should be proud of the service she rendered.

BERKSHIRE was also taken in November, 1941, and had the same alterations made to fit her for training men for the merchant marine, which was increasing at the rate of about two launchings a day. Renamed AMERICAN ENGINEER, this ship operated for some time on Chesapeake Bay, having boat drills by day and cruising the bay by night. Later she was transferred to the west coast, and operated under a schedule similar to AMERICAN SEAFARER's. After a spell of idleness, AMERICAN ENGINEER was sold in July, 1948, to Walter W. Johnson of San Francisco, and broken up for scrap.

Others of the Merchants & Miners Transportation Company fleet were taken outright by the Government for war

service, or allotted to other lines seeking tonnage to move their congested freight. HOWARD, JUNIATA, and ONTARIO all went to the United Fruit Company, ONTARIO being torpedoed on her first trip May 6, 1942, while carrying a full cargo of bananas to Mobile. HOWARD and JUNIATA stayed afloat until the end of the war, and were sold for junk in 1947.

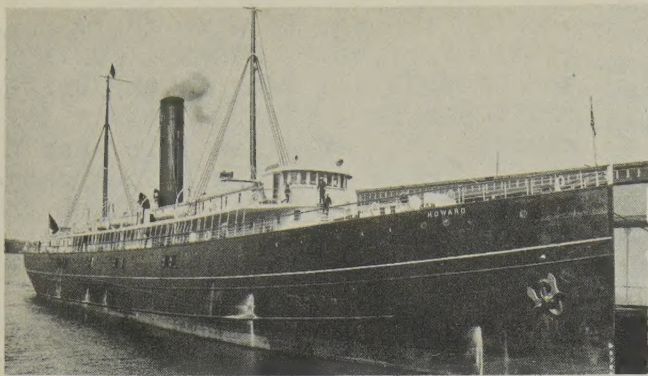
Several of the small "Lake" type ships were sold to foreign flag owners. The Government took five at one time in August, 1941, transferring all to the Norwegian flag for operation. LEXINGTON became c NORLANTIC, NANTUCKET c NORLAGO, UPSHUR c NORLUNA, VOLUSIA c NORLINDO, and WYOMING c NORLANDIA. Their war service was short in most cases. YORK c NORVANA was lost January 21, 1942; QUANTICO c NORLAVORE, February 24. NORLINDO was sunk May 4, and NORLANTIC went to her doom May 12. MERRIMACK, still operated by the company, was lost June 9, and NORLANDIA went down July 3. So, in a period of just over five months, the enemy accounted for seven former Merchants & Miners ships. NORLAGO a FARGO b NANTUCKET survived, and is now d CHANG HUA, owned by the Taiwan Navigation Company of Shanghai.

By late fall of 1941 the fleet had been so reduced that it was impossible to maintain any semblance of a schedule. With the appearance in the newspapers every few days of curtailment of sailings, or complete cancellation, it was soon evident that no reliance could be placed on getting freight moved at a certain time. Sailings heretofore on the basis of three a week were reduced to two. Shortly the two were reduced to one, and finally that one had to go.

At last, very reluctantly, the company gave notice of the closing of its Boston Terminal. After continuous service through three wars, although greatly restricted and almost abandoned at times, the line had gone a long way from the first sailing of JOSEPH WHITNEY on December 28, 1854, to the last sailing of HOWARD from Pier 2, New Haven Docks, South Boston, October 18, 1941.

Thus, eighty-seven years of service came to an end when Captain Herbert E. Callis let go his lines and gave three long blasts on the whistle. It was quite appropriate that HOWARD should be the ship to call last, for she had made her first call here when new in 1895. HOWARD was a good ship, and well built. She represented the best in marine architecture at the time of her launching and served the company





HOWARD, June 28, 1930

well for forty-six years.

For a short time beyond October, 1941, freight was moved from Providence to Norfolk. There northern freight was transferred to a ship that came from Philadelphia, via the Chesapeake and Delaware Canal and Baltimore, to Norfolk, on her way to southern ports. But this was only temporary. It was impossible to keep any kind of regular schedule or to advise shippers accurately of a day when their merchandise might be expected to go forward.

Every possible effort was made to move freight and keep the personnel of the organization intact; but this could not be done. The Government turned a deaf ear to all pleas--the business of moving war supplies came first. Therefore, jobs that had in many cases been held through the employees' lifetimes were suddenly terminated. While this move had been anticipated for some little time previous to the real dismissals, still it was an awful blow when it did hit.

Temporary service from Providence lasted about three months after the closing of the Boston Terminal; but on January 15, 1942, the last sailing was made from that port. Mayor Tobin of Boston and Frank S. Davis of the Port Authority did all in their power to bring about a reopening of New England services, but there was no response from the Government.

No line ever covered the Atlantic coast as did the Merchants & Miners Transportation Company. With twelve ports of call, their regular services extended from Boston, Massachusetts, to Miami, Florida--plus brief winter passenger service from Miami to Nassau, Bahamas, and a freight service of short duration to Havana, Cuba. Only once in 87 years of continuous service did they lose any passenger lives. The ships were manned by skillful officers, most of whom had spent all their lives with the line.

No story about the Merchants & Miners would be complete without mention of the names of some of the better known masters, the men responsible for getting the ships around safely and on time. Most of them either came from Cape Cod or were Eastern Shore of Maryland men. The story goes that, when these men were youngsters, they were taken down to the shore by their parents and shown a Merchants & Miners steamer as she passed, with the quip "There goes your future home."

The masters who started with the line back in 1852 were, in most cases, having their first adventure with steam. They had been born and brought up in the atmosphere of square-riggers, and had sailed to all corners of the world before steam had offered any serious competition as ocean motive power. Such names as those of Captain Solomon Howes, Captain William A. Hallett, and Captain Winslow Loveland, who commanded the first ships of the line, will long be remembered. As a boy, I can well recall hearing Captain Loveland tell of his trips in JOSEPH WHITNEY.

They were followed by Captains Frank Howes, John S. March, G. W. Billups, William J. Bond, Charles James, John Dizer, and John E. Ryan. All these able men had received their early training in deepwater sailing vessels before coming to the steamships. The list continues with such prominent Maryland shore men as Commodore William E. Payne, senior ranking officer of the fleet in 1941, who held a license as master on all oceans and pilot of all the principal harbors of the Atlantic coast, and Captain Samuel T. Herbert, a prisoner of Aguinaldo in the Spanish War, who was also licensed to pilot ships in just about every Atlantic harbor. Captains Thomas Pratt (who delighted in reciting "The Aluminum Bucket" for the amusement of the passengers), Clarence C. Jones, and Archie Brooks all held similar pilot's tickets. Captains Howard E. Blake, John Kauser-



Captain W. E. Payne  
on ALLEGHANY in 1929



ud, and Herbert E. Callis were all well known and experienced officers.

Cape Cod produced its share of prominent masters, too, in the persons of Captains Benjamin F. Hatch, who hailed from Provincetown, John Taylor, from Chatham, Burnell Kendrick, and my own beloved uncle, Ziba Nickerson, who could always find some paint for me to scrub or brass to polish or an extra lookout to stand in foggy weather. These skippers and many others less prominent kept the ships moving over the long period of years that the company was in business. Many went with their ships as they were taken for war duty by the Government--in some cases never to return.

At the termination of the war, the company found itself left with the tug APOLLO and four lighters: this representing the floating assets, or all that was left of a fleet of fine coastwise steamers that had provided a passenger and freight service second to none. The company also owned wharf property at Providence, Philadelphia, Norfolk, and Baltimore, and the main office building in Baltimore. FAIRFAX did return to Norfolk, and it was hoped she might be put back in service; but she was under the finger of the War Shipping Administration, and was eventually sold to the Chinese. When, as CHUNG HSING, she left Hampton Roads in

1945, she took from our shores the last reminder of a Merchants & Miners ship.

The company thus found itself facing a very serious situation. It was decided to hold a meeting of the stockholders, to discuss the prospects of securing tonnage to open up some sort of coastwise service--with Government permission, of course. On March 14, 1948, the stockholders met, with the result that, for lack of sufficient tonnage of the proper type, all hope of restoring coastwise service was abandoned. It was voted to authorize the complete and final liquidation of the business assets of the company, the initial distribution to be made in May, 1948. The cost of building and operating a coastwise steamship line at present prices was considered prohibitive.

To those of us who have hoped and wished for the return of happy days when we could see our flag floating over a new coastwise fleet covering all the familiar lines of prewar days, the prospects are gloomy indeed. It seems safe to say that those days are gone forever, or at least for our time. With them are also gone our hopes of ever seeing again a Merchants & Miners ship or house flag, or the old familiar folder bearing the inscription "Queen of Sea Routes."

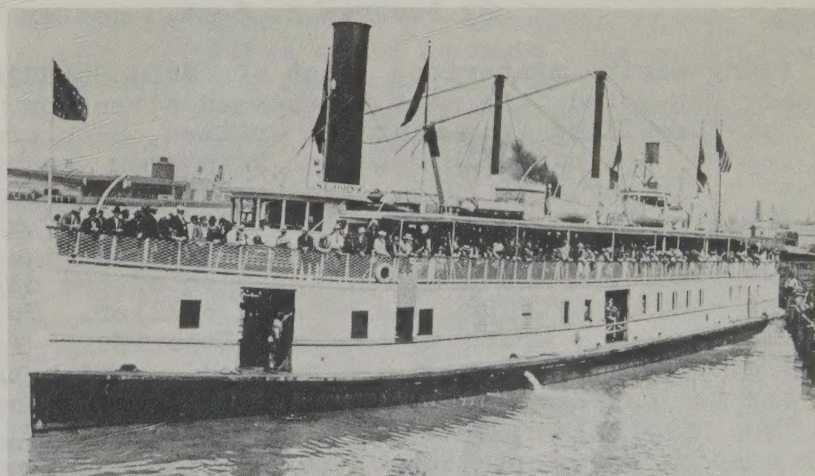
-- THE END --

## ONE THAT WENT SOUTH

By Edward D. Hamilton

Strange as it may seem, I saw my first stern-wheel steamer at East Boston, Massachusetts. She was CITY OF AUGUSTA, there for a spring overhaul--from Eastern Steamship's Upper Kennebec River run.

She got to Jacksonville in the first world war--Merrill-Stevens using her as a ferry to their South Jacksonville yard. When she arrived, natives assumed she had come from Augusta, Georgia, on the Savannah River. On this job, she became ST. JOHNS.



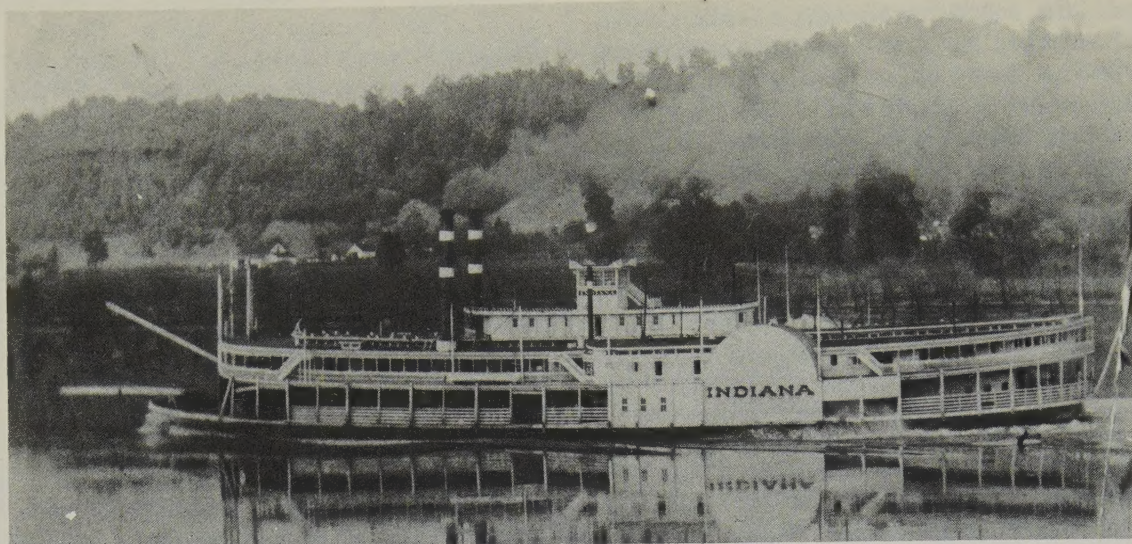
ST. JOHNS

--SSHSA Photobank, Franklin Collection

Later, Captain Hatton took her to Savannah for excursion runs. Color barriers and the postwar depression made her a financial failure. Captain Hatton then converted her into a night club on the Savannah-Tybee Beach Highway, where she burned to the water's edge. Now, when any of you Down-Easters drive over Bull River on that highway, take off your hats to the old CITY OF AUGUSTA.

Captain Hatton's principal business in later years was tents, awnings, and the like. On his death this prosperous business went to his wife, with the proviso that it go to his handful of employees when Mrs. Hatton died--which has happened in recent years. So doff your hats also to Captain Hatton.





### STEAMBOAT RIVER --- V

By Frederick Way, Jr.

This portrait of INDIANA is doubly interesting. It was taken on the event of her maiden voyage from the Howard Ship Yard, Jeffersonville, Indiana, in 1900, and the photographer who snapped the shutter was Captain James E. Howard. INDIANA was unusual in that she was expressly built for low-water operation between Cincinnati and Louisville. To accomplish this aim, her hull was built forty-five feet wide, and her over-all was too wide to admit her to the Louisville-Portland canal locks. Hence, she never could be jumped into the Cincinnati-Memphis trade, and lived a packet career restricted to the upper Ohio River. She once pinch-hit in the Cincinnati-Maysville trade for the sternwheel COURIER. For many years she ran low-water in the "Mail Line trade" between Cincinnati and Louisville, replacing the heavier CITY OF LOUISVILLE.

### THE MYSTERY OF THE USS CYCLOPS

By Bertram D. Bent, Master Mariner

Among marine mysteries, that of MARY CELESTE and her vanished crew has probably attracted the most widespread attention and evoked the most prolific body of theorizing from nautical writers, both professional and amateur. But both before and since 1872 there have been countless other unexplained ship losses. In March of 1918, eight months before the first Armistice Day, the United States Navy sustained a loss which, to my mind, has no equal as a maritime mystery, because of the size of the ship, the number of passengers and crew involved, and the probable location of the disappearance.

The victim, CYCLOPS, was a naval collier. To lay a factual foundation for this discussion, I wrote to the Navy Department for whatever information their investigation of the loss had disclosed. With their permission, I reproduce here the reply from the Office of Naval Records and Library, Historical Section:

"The USS CYCLOPS, Fuel Ship, Naval Overseas Transportation Service, 19,360 T. displacement; built by William Cramp & Sons, Philadelphia; contract price, \$822,500;...launched May 7, 1910, commissioned November 7, 1910; length overall 542', between perpendiculars 520'; breadth 65'; depth of hold 36'9"; engines: 2 vertical triple-expansion; boilers: 3 double-ended cylindrical, 1 auxiliary; ihp on trial, main engines, 6705;...submarine signal sets: one receiving set, type "J"; designed mean

draft 27'8"; deadweight capacity to designed draft:...12,900 T.; draft to Plimsoll mark 29'9"; deadweight capacity to Plimsoll mark 14,500 T. (approximate);...maximum cargo capacity for coal 11,600 T.; speed, loaded, 14.61 knots.

"Prior to the CYCLOPS' being assigned to the Naval Overseas Transportation Service she was operating with the Train of the Atlantic Fleet basing at Hampton Roads, Va. On January 8, 1918, she was detached from this duty and assigned to the Naval Overseas



Transportation Service. At this time she was at Hampton Roads loading a cargo of 9960 T. of coal. At completion of loading she sailed for Bahia, Brazil, Jan. 8, arriving there Jan. 22. She discharged her cargo and sailed on the 28th for Rio de Janeiro. There she loaded a commercial cargo of 10,800 T. of manganese ore and sailed on Feb. 16, via the Barbadoes, for Baltimore, Md., where she was due March 13. She arrived at the Barbadoes March 3, 1918, for coal, and left on March 4. Since her departure, there has been no trace of the vessel. The disappearance of this ship has been one of the most baffling mysteries in the annals of the Navy, all attempts to locate her having proved unsuccessful. Many theories have been advanced, but none that satisfactorily accounts for her disappearance. There were no enemy submarines in the Western Atlantic at the time, and in December, 1918, every effort was made to obtain information from German sources regarding the disappearance of the vessel. Information was requested from all attaches in Europe, with the result that it is definite that neither German U-Boats nor German mines came into the question. The only German information regarding the loss of the CYCLOPS was that emanating from American sources which stated that the ship left the Barbadoes in March, 1918, and has not been heard of since.

"Many crank stories have been circulated giving supposed clues to the loss of the CYCLOPS, but all have failed of confirmation.

"Lives lost on the USS CYCLOPS and declared dead as of June 14, 1918:

Naval officers of the vessel.....	15
Naval men of the crew of the vessel.....	221
Naval officers carried as passengers ..	6
Naval men carried as passengers.....	64
U.S. Marines carried as passengers.....	2
Total Naval Personnel.....	308
U. S. Consul at Rio de Janeiro carried as passenger.....	1
Total Number of Lives Lost.....	309

"It is known that one of the two engines of the CYCLOPS was damaged and that she was proceeding at reduced speed, but even if the other engine had become disabled it would not have had any effect on her ability to communicate by radio. The CYCLOPS was under the command of George W. Worley, Lieut. Commander, U. S. Naval Reserve Force."

This letter gives the essential facts of this most remarkable disappearance; but to visualize clearly its extraordinary character we must analyze it and fill in between the lines, the

better to compare it with other cases. For the benefit of lay readers, we should classify and analyze sea losses in general, disregarding those occurring on fresh water. The classification is simple. All salt water ship losses fall into one of two obvious groups, coastal and deep water. Bearing in mind that this discussion concerns the mysterious disappearance of the vessel only, without regard to the fate of passengers or crew, except incidentally, we must carefully analyze both groups to determine into which of the two the loss under discussion falls.

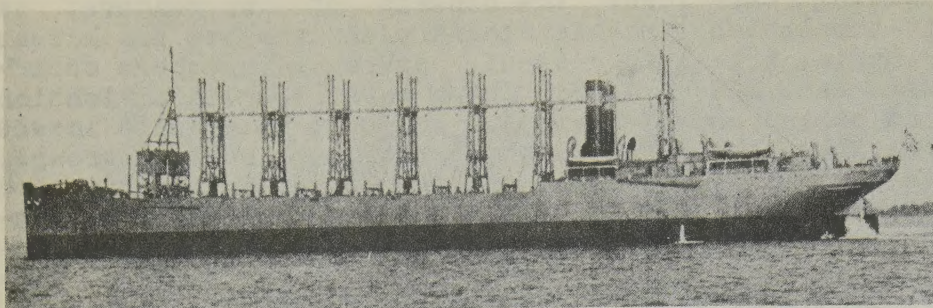
The fate of the vessel in a coastal wreck is seldom surrounded by mystery, since the vessel itself is frequently there on the beach or on an offshore rock or shoal for all to see when the weather moderates or daylight comes. Why she got into such a position may be a mystery, but what happened to her is obvious, for there she is before our eyes. There are a few notable exceptions to this generalization. The New Englander will of course remember PORTLAND, a coastal loss in which, although bodies and identifiable wreckage were washed ashore, just what did happen a few miles north and east of Peaked Hill Bar will remain a mystery for all time. Enough evidence remained, however, for the experts to reconstruct the loss with a high degree of probability. The PORTLAND case is selected as typical of coastal mysteries because of this subsequently collected evidence from which a reasonable theory of the facts could be made, as contrasted to the case of CYCLOPS.

The deep-water or mid-ocean losses embrace a much larger percentage of the mysterious disappearances, and for perfectly explainable reasons. Of course, the new ship-to-ship and ship-to-shore communication systems have cut down the percentage materially in recent times. Failing communication by such systems, only two items can take a given loss out of the category of mystery: survivors and identifiable wreckage.

Of these two, we can dispose of the first shortly. If there were survivors who, for reasons known only to themselves, have not reported the loss, it remains a mystery; if, as is usually the case, they have not only reported but testified before some judicial body, it does not.

As to identifiable wreckage, with no survivors or silent ones, it may make the case like PORTLAND's where, although exactly what happened will never be known, a fairly reasonable





CYCLOPS

--Photo reproduced by Graham

theory may be built up by experts.

This matter of identifiable wreckage needs further consideration, since it bears very materially on the loss we are about to consider. Such evidence may involve discovery of a definite maximum--the entire vessel, as in the MARY CELESTE case--or a variable minimum such as a lifeboat just awash with the vessel's name on it, a life ring, or a lifeless body floating in a marked lifebelt. Almost any loss is likely to leave a piece or two of such wreckage floating about, though, because of wind or tide, perhaps not in the immediate vicinity of the event. I think it next to impossible for any vessel, be she sail or steam, wood or steel, to sink and leave no wreckage whatever afloat. Every vessel has much loose or loosely fastened equipment on the upper deck which would float in case of a sinking. Were the sinking accompanied by an explosion, such wreckage would probably be multiplied. It might not, of course, be identifiable.

On the probability of discovery of such wreckage by passing vessels I feel competent to speak, because of many years as watch officer, deep-water and coastwise, in both war and peacetime. No shipmaster or watch officer is expected to change course, get out a boat, and investigate every piece of flotsam and jetsam sighted on a voyage around the Horn or across the Western Ocean. But if, in the judgment of the officer responsible, the sighted wreckage is at all of a suspicious character, then a close inspection and investigation is made, even at the cost of scheduled time and attendant expense. That is one of the rules of the sea. The sighting and condition of MARY CELESTE were certainly suspicious; hence, the investigation which led to a hearing before a judicial body where, because of the lack of survivors, what had happened to her was left a mystery.

We can readily assume, then, that there have been deep-water losses from

which some identifiable wreckage remained, but of such a character that, even if sighted, it aroused no suspicion, drifted away, and finally sank, waterlogged. Of course, such wreckage is more susceptible to discovery and investigation if the loss occurs in or near recognized deep-water lanes of travel, just off

some busy seaport, or off a coast frequented by coastwise traffic.

Bearing the foregoing suggestions in mind, we must first, if possible, classify the loss of CYCLOPS as deep-water or coastal, and we immediately run into trouble, there being neither survivors nor identifiable wreckage. The Navy says that, having left Brazil for Baltimore, she was reported from Barbadoes, probably Georgetown, where she lay over one day for bunker coal, and that she was never again heard from.

A chart or atlas will show that, had CYCLOPS continued by the normal route from Georgetown to Baltimore, she would have run north and west through the eastern Caribbean and just inside the Lesser Antilles, passing out into the Atlantic again between the northerly islands of St. Thomas to port and St. John to starboard, or perhaps through the Virgin Passage to the west of St. Thomas, and then have laid a course for Hampton Roads. From Georgetown to St. Thomas she would not have been at any time more than 50 to 55 miles from the Lesser Antilles, to the eastward. If the loss occurred during that run, it would be classifiable as coastal; but, if between St. John and Hampton Roads, it would be deep-water, unless very near her point of departure or destination. The absence of survivors or identifiable wreckage makes any classification impossible.

It is possible, and in fact one of the theories often advanced, that German spies aboard, perhaps with outside assistance, took her through one of the many eastward passages of the Lesser Antilles into the open Atlantic. Again, she could have borne to the westward for some Central American port. In this connection, several items in the Department letter have no small significance.

CYCLOPS was 542' overall and of 14,500 tons, a vessel as large as a medium-sized ocean liner. I have seen her at sea about half hull-down, looking like a section of trestlework which



had somehow got to sea (see illustration), because of the multitude of kingposts and other overhead structures used in the coaling of naval vessels at sea and under way, for which she and her two sisters were built. One cannot imagine a vessel of this size and unusual appearance remaining stowed away in some large, or even small, port without her whereabouts being known. Note also that she was equipped with both submarine and radio sets.

There was no war activity in the vicinity of the Caribbean by submarine, surface vessel, or aircraft, and no atmospheric disturbances were recorded, March being nowhere near the hurricane season. There is considerable waterborne traffic on the course she would naturally have taken in the eastern Caribbean, both large ships between eastern South America and our own coast and small vessels engaged in inter-island trade. Yet, to repeat, no survivors or identifiable wreckage were found.

Between the lines of the Navy letter we can read of destroyers visiting all the small islands, poking into every obscure bay and cove, and making inquiry of all friendly officials in the vicinity, probably assisted by aircraft. Note also that, after the war ended in November, making it possible for us to get at German secret records and to bring to bear the influence of a conqueror on German officials, no helpful information was obtained.

Several "bottle notes" have been found, purporting to explain the loss, and crank notes, some anonymous, have been received. The Navy Department has investigated all which seemed at all worthy of the effort.

One last item, and the most peculiar of all. It will be remembered that CYCLOPS was last heard of when she left Georgetown March 4 bound, according to orders, for Hampton Roads. On the 18th, two weeks later, an advertisement appeared in a Rio de Janeiro paper announcing that a requiem mass would be celebrated for Alfred L. Moreau Gottschalk, U. S. Consul-General at Rio, "lost when the CYCLOPS was sunk at sea." This advertisement was signed by several prominent men in Rio, but later they all disclaimed responsibility for its appearance, and it has never been satisfactorily explained. About a month later, on April 18, the Navy Department issued a public notice that the ship was unaccounted for.

A word about George W. Worley, Lieutenant Commander, USNR, who was in command of the vessel. Some time be-

fore the outbreak of the first world war, I was assigned to the U. S. Naval Auxiliary ABARENDA, then in drydock at the Brooklyn Navy Yard. Upon reporting for duty, I found her commanded by Captain Worley, to whom I took an instant dislike, for no apparent reason. Much to my relief, he left the ship in a day or so and entered the Naval Reserve, and I never saw him again. A popular theory at the time was that Worley was German born, and that he delivered the ship to the Germans, he having disposed of some property including his home in Newark, New Jersey, just before sailing on the fatal trip. This seems highly improbable, having in mind the 309 persons aboard. What became of them, and why were they never heard of?

Another suggested solution, more or less widely accepted, was that a sudden tropical squall capsized her, sinking her in but a few minutes. She was said to be crank when in ballast, but at the time of the loss she had over 10,000 tons of manganese ore aboard, and, although the squall theory might be plausible if she had been a sailing vessel, it is hardly acceptable as to such a ship as CYCLOPS.

Well, there it is: a 542', 14,500-ton vessel with 309 souls aboard, including a U. S. Consul-General, dissolving into thin air in the twentieth century, and constituting, to my mind, the most astounding marine mystery of all time.

If I stopped here, I should expect to be flooded with requests for my own theory of the circumstances of the loss, to forestall which I very frankly admit that I have no theory whatever. It is futile to attempt to theorize on no evidence. Who would try to bail water out of a bucket with a strainer? One would start with the certain knowledge that the strainer would not hold water. That, it seems to me, is perfectly analogous to any attempt to account for the disappearance of CYCLOPS.

**For The Blue Pencil!** This month we conclude Bill Taylor's Merchants & Miners history, longest single article in Steamboat Bill's 13 years, and one of its most important. Two footnotes are in order. On page 35 of this volume we inadvertently omitted ONTARIO's engine measurements: 28", 45", 72" x 54" stroke. And, lest some reader confuse the YORK on page 67 with that on page 68, it is to be said that they were two separate Shipping Board freighters built on the Great Lakes: 216892 a LAKE HELEN c SKOGVIK (Norwegian) d KAMA (Russian), and 220826 a LAKE GATUN c NORVANA.



## NAVIGATION NORTH AND WEST

A Story of the Steamers on the Red River of the North,  
The Assiniboine and Saskatchewan Rivers  
and Lake Winnipeg

By Loudon Wilson

Part II - 1880 to the End of Steam Navigation (Continued)

(Years before the end of the upper river trade, the prelude to a new era had its beginnings in a small but significant manner in the year 1875. As the limelight played on the glories of the steamboats from the south - the very breath of life to the Red River colony - these beginnings of a future trade were almost completely overshadowed. They were somewhat devoid of glamour or much community interest. Only foresighted or directly-involved pioneers tended this new fire with patient hope.)

BIRTH OF A NEW ERA

Against a background of glittering rails, decks, and gingerbread of river steamboats, white and bright in the morning sun, a squat dark monster loomed. Like an ugly duckling among swans, floated this enormous tug-like vessel. Built for utility and service, the acme of sturdy, seagoing design, COLVILLE was Lake Winnipeg's first successful steam cargo and passenger propeller. She was the forerunner of an era which would demand new craft for years to come, an era which would last beyond the twilight of steam on these waters.

COLVILLE C74022 was launched at Grand Forks in 1875. She was 164 gross tons, 145 net tons, 108'x 20.4'x8', intended for Hudson's Bay Company service on the Red River and Lake Winnipeg. She had an open main deck with large deckhouse, above which were her pilot house with cabins aft. All was crowned by the weirdest funnel ever on a steam vessel. It was a deep, cone-shaped, spark-arresting model such as locomotives had in those days. Her color scheme was drab.

Her route was to be from the "stone fort," Lower Fort Garry, which lay on the west bank of the river below St. Andrews Rapids, to Warrens Landing at the northern extremity of Lake Winnipeg and the mouth of the Saskatchewan River to the west, calling at intermediate points.

COLVILLE was too deep for the Upper Red, and could reach the Forks only on spring flood waters such as had borne her from her building place at Grand



Steamer COLVILLE in a storm on Lake Winnipeg, from a steel engraving in Picturesque Canada, published 1882, illustrating Dr. Robert Bell's account of his trip. No other known picture of her exists.

Forks. (Although "Grand Forks" became the name of that locality in North Dakota, in the old days the term "the Forks" always meant the junction of the Red and Assiniboine Rivers - Fort Garry in what is now Winnipeg.) Because of her draft and the problem of the rapids, the lower fort became her southern terminal.

On the bright spring morning of our first glimpse of her, COLVILLE was lying at the "Hudson's Bay Flats" just north of the junction with the Assiniboine River, preparing for her first trip to the north amidst a bustle of activity. Her shrill whistle cut the air as her heavy bows swung out into the river. With her stern lines cast off, she breasted the current, forging slowly ahead, then swung wide across the Red, heading north.

Her Captain was a Yankee from Grand Forks. He had sailed part of the route before, but much of this trip would be dependent on the guidance of a York-boat



captain. He headed for the deepest water, leaving behind on the starboard quarter the long white fence which at that time characterized St. Boniface's cathedral and hospital buildings. Ahead and to port lay the heart of the new city of Winnipeg, just one year old, capital of all northwest Canada, and port of registry for all vessels plying Canadian waters from western Ontario to the boundaries of Alberta. Beyond a cluster of sawmills on the west bank was a steamboat landing at the foot of Post-office street. Steamers from the south were in port. The Kittson Line sternwheelers INTERNATIONAL and MINNESOTA lay at the bank unloading.

Last year a grasshopper plague and an early river freeze-up had made things anything but pleasant for the hardy pioneer citizens, but now in the spring of 1876 promise of better things blossomed with the passing of winter.

Captain Reeves caught the eye of a young man on the deck below, who had been intently studying the sternwheelers, fresh in their spring paint, one a veteran of the upper river, the other just a year old.

"Thinking of buying 'em, Bill?" the captain hollered. "Maybe Kittson would let you have one for nothing!"

Bill grinned back, shouted "Maybe!", and resumed his study of the vessels.

A smart one, that, thought the captain. Doesn't miss a thing!

Bill Robinson was obviously eager to learn the work and to know the river and lake. The Hudson's Bay Company was to become aware of this young man, a newcomer to Fort Garry.

COLVILLE chuffed downriver, passing old Point Douglas and sweeping around the big bend. Dwellings now became more scattered and here on the

west bank St. John's College was the outstanding feature of the landscape. As at St. Boniface, a low white fence strove for dignity in this raw young country. The college was a long two-story structure with a porch along its entire length and a box-like tower. Back among the trees stood St. John's church and churchyard, even now over 60 years old.

Along this beautiful stretch of the river, foliage was plentiful—elm trees typical of the Red River valley, oak, ash-leaved maple, and poplar. On both banks lay Kildonan, original settlement of the Scottish immigrants. Log farmhouses and outbuildings peeped through the trees where the river showed its most beautiful vistas. Here, in future times, Winnipeg would find its picnic grounds.

Kildonan Church came into view, then the spire of St. Andrew's, built in 1832. This last landmark told the captain that the rapids were close at hand.

A sharp bend to the left and the steamer headed for the turbulent water, then and for 34 years to come the bugbear of steamboat men.

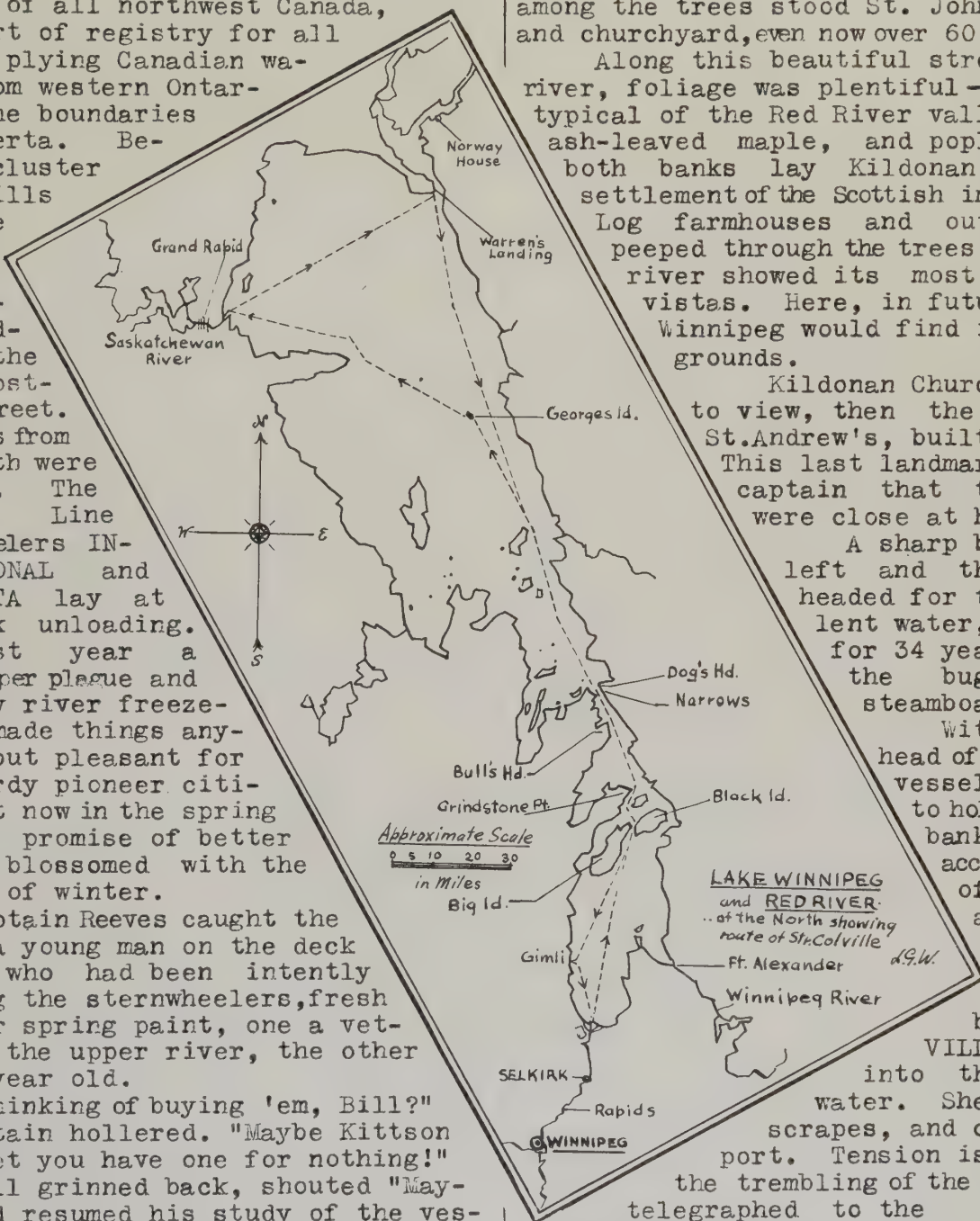
With a full head of steam, the vessel is forced to hold the west bank. To the accompaniment of waving and signaling from the pilot in the bows, COLVILLE heads

into the racing water. She grounds, scrapes, and careens to port. Tension is high and the trembling of the vessel is telegraphed to the captain's hands as he grips the wheel.

A last shuddering shock and she is over—free!

Three miles more, and COLVILLE turned in for the landing at the "stone fort" on the west bank. The sturdy landing stage had been contrived from the hull of her predecessor.

This point was the farthest north to which the upper river craft came and here goods from the south, destined for far-flung stations north and west, awaited





COLVILLE. From here northward lay the old domain of the York boat in the lush days of the fur trade. A brigade of these craft were being loaded for a tow to the lake by the steamer.

With 23 miles of river to cover before reaching Lake Winnipeg, COLVILLE got under way early in the morning. Overnight she had been loaded with bales of company goods, her cabins filled with company people whose weatherbeaten faces and gay regalia identified them as traders and trappers of the north.

Four miles above Selkirk, the Red River passes between limestone banks which confine the width of the channel to form a bottleneck. COLVILLE picked her way through this region just as the steamer KEENORA did in recent years.

Selkirk was then a small settlement, but one that would play an important role in steam navigation. In a year or so river steamers would extend their trade to it, as the last crumbs of upper river trade were nibbled away by the railroad.

Continuing her trip, COLVILLE skirted the marshes in the delta of the Red and reached Lake Winnipeg. It was at this point that she ran aground in 1877, while carrying the Earl of Dufferin, Governor-General of Canada, and his Countess. She was to acquire a measure of fame for this trait in later years.

Standing down mid-lake all morning, COLVILLE passed the Winnipeg River twelve miles to the east, as large as the Ottawa, draining the country to the southeast almost as far as Lake Superior.

The steamer passed between Big Island to port and Black Island to starboard. On the former are scattered shanties of the Icelandic colony, now called Hecla. These Viking people, who preferred this region to their earlier land grants in Ontario, proved their hardy inheritance and became the pioneer fishermen and traders of Lake Winnipeg. Even in this early time, they had spread over the western shore, almost from river mouth to, and including, Big Island.

At Grindstone Point, where high cliffs of lime and sandstone appeared, the course became northwest and the steamer headed for the narrows. Beyond Bull's Head and Dog's Head on the west, this stretch tapered to one-mile width.

Ahead now lay the great body of Lake Winnipeg, expanding to almost 70 miles wide opposite the mouth of the Saskatchewan. Of ancient Lake Agassiz, which once covered all the northern midwest, this is the largest remaining portion. The entire lake is 280 miles

long, with a greatest depth of 54 feet. A great reservoir for waters from the foothills of the Rockies in the west and the Algoma region to the east, it drains into the Nelson River and the sea.

Arriving at George's Island by sunset, COLVILLE, after a brief stop, headed across the lake for the mouth of the Saskatchewan, where she entered the shelter of the river in the mists of early morning. Beyond lay the falls, actually a rapids with a 45-foot drop in approximately three miles, bypassed by a horse-drawn tramway carrying goods to the head of the white water.

COLVILLE headed away northwest for Warren's Landing, the port for Norway House, 20 miles farther down the Nelson River and principal "company" post in the north. She encountered the kind of weather for which she had been designed. Headwinds and great running swells transformed the inland sea into a cauldron of pitching fury. As twilight descended under leaden skies, the vessel heaved and plunged, great arcs of spray cascading over her. It was early to bed and a restless night, when worry came easy and sleep late or not at all. The Governor-General's party was later to encounter a similar storm on the lower reaches of the lake when homeward bound. The Countess afterward recalled the COLVILLE as a "very rolly boat."

But she proved her seaworthiness. She was the product of the third attempt to build a successful propeller for the Hudson's Bay trade on the lake. Her design was imitated in many craft built later.

The first propeller on the Red River had been a small tug, MAGGIE, built at Hamilton, Ontario, in 1873. She was brought to Duluth, placed on Northern Pacific flatcars, and, on reaching Moorhead, was placed in the Red River. Her owner was James Bell of Winnipeg. In 1875, she was making occasional holiday excursions, but was otherwise engaged in towing. She proved too small and is believed to have been converted to a barge in 1878. She is last mentioned as having been in the Lower Red and Assiniboine river trade.

The steamer CHIEF COMMISSIONER, built for the Hudson's Bay Company in 1873, is often credited with having been the first propeller on the river. Her place of building and dimensions are unknown but she was probably built on the upper river. CHIEF COMMISSIONER first arrived in Winnipeg on June 9, 1873. She operated for two seasons on the Red River and Lake Winnipeg. Hud-



son's Bay Company considered her an experiment, but she proved poorly suited to the requirements. She was eventually dismantled and her engine placed in the new COLVILLE. For many years her hull was used as a floating wharf for her successor at Lower Fort Garry.

Returning to COLVILLE, we find her snugly moored to the wooding stage at Warren's Landing, where she was met by a flotilla of York boats from Norway House, conveying the company's factor under the great, white banner of the Hudson's Bay Company.

Dr. Robert Bell, who was to make a trip on her in 1880, and whose account is a fine source of information on this pioneer steamer, comments on the primitive method employed. The wood was carried from above high water mark on the bank, borne on the heads of some 40 Indians, all in good-natured competition for speed and amount carried, the vessel being wooded in a very short time.

After much handshaking and many farewell salutes, COLVILLE turned southward. Her return voyage was broken only by a brief call at Gimli on the lower lake, then on up the lake to the lower fort. She had covered approximately 700 miles of water.

Our friend, Bill Robinson, missed

nothing on this trip down the lake. In a future issue we will tell more about Bill, the "Commodore of Lake Winnipeg," and his PRINCESS.

COLVILLE had a useful career of almost 20 years. Her end came on a Sunday morning, July 15, 1894, while lying at the wharf at Grand Rapids. At 4:30 a.m. her crew awoke to find her in flames. At that remote point with no effective means of fire fighting, she was completely gutted. Eventually her hulk was brought to Selkirk and hauled out. A hole was cut in her sturdy side and her engine removed. She is said to have been used as a warehouse for many years afterward.

A highlight of her career was the time in 1885, when, in company with the steamer PRINCESS, she made a passage from Grand Rapids to Selkirk carrying troops from the Northwest Rebellion. She arrived on July 15 after a stormy passage of 300 miles in the record time of 24 hours, considered very commendable in those days.

COLVILLE masters were: Captain John L. Reeves, of Grand Forks, 1875; Captain John B. Bell, 1884; Captain Peter Cameron, 1887; Captain John Helgason, 1888; Captain Angus Morrison, 1893.  
(to be continued)

## High Seas

Stephan Gmelin, Editor  
1 Indian Spring Rd., Cranford, N.J.

A complete fleet list of the Ocean Steamship Company of Savannah, founded in 1872 as a successor to the Garrison and Allen Line. The generous help of Kenneth E. Haviland is gratefully acknowledged.

CHATAHOOCHEE.....(1882)	<u>b</u> QUANTICO (1909- ) (Merch. & Miners) Broken up 1927.
CITY OF ALBANY.....(1919)	<u>a</u> LAKE ELMHURST <u>c</u> COMMERCIAL ORLEANIAN <u>d</u> SAKHALIN <u>NEFT</u> <u>e</u> MOSKALVO. In fleet, 1926-29.
CITY OF ATHENS.....(1911)	<u>a</u> SOMERSET (Merch. & Miners) Sunk by collision 5/1/18.
CITY OF ATLANTA....(1904)	Torpedoed in NW Atlantic, 1/19/42.
CITY OF AUGUSTA....(1880)	Broken up 1924.
CITY OF BIRMINGHAM.(1883)	Sunk in Boston harbor, 1909.
CITY OF BIRMINGHAM.(1923)	Sunk in NW Atlantic, 6/30/42.
CITY OF CHATTANOOGA(1923)	<u>b</u> AMERICAN NAVIGATOR (1942- ) (US training ship) Broken up 1948.
CITY OF COLUMBUS... (1878)	Wrecked off Gay Head, 1/18/84.
CITY OF COLUMBUS... (1904)	Sold to Italy, 1934.
CITY OF MACON.....(1877)	<u>b</u> LEXINGTON (1902- ) (Merch. & Miners) Sold and converted into collier 1917. Broken up 1927.
CITY OF MACON.....(1903)	<u>b</u> MACONA (1916- ) Wrecked off Sweden, 1/17/20.
CITY OF MEMPHIS....(1902)	Torpedoed 3/17/17.
CITY OF MONTGOMERY.(1910)	Broken up 1947.
CITY OF ROME.....(1911)	<u>a</u> SUWANNEE (Merch. & Miners) <u>c</u> VERAMAR <u>d</u> SOMERSET (Merch. & Miners) Abandoned 1943.
CITY OF ST. LOUIS..(1910)	Broken up 1946.
CITY OF SAVANNAH... (1877)	Lost 8/93.
CITY OF SAVANNAH... (1896)	<u>a</u> LA GRANDE DUCHESSE (Plant) <u>c</u> CAROLINA (Porto Rico Line) In fleet, 1901-05. Torpedoed 1918.
CITY OF SAVANNAH... (1907)	Broken up 1947.
DESSOUG.....(1864)	Former Egyptian yacht, brought Cleopatra's Needle to New York. In fleet, 1881-96. Converted to coal barge.



GATE CITY.....(1878) Stranded 2/8/06.  
 GENERAL J K BARNES..(1865) Acquired 1872. Foundered 10/25/78.  
 HERMAN LIVINGSTON..(1864) Acquired 1872. Lost 9/30/77.  
 JUNIATA.....(1860) a SOUTH CAROLINA b USN SOUTH CAROLINA. In fleet, 1881-90.  
 KANSAS CITY.....(1889) b ALASKA (Alaska Line 1909- ) Sank 1921.  
 MAGNOLIA.....(1853) a AUGUSTA. In fleet, 1872-77.  
 NACOOCHEE.....(1882)  
 RAPIDAN.....(1865) In fleet, 1872-78. Later in Old Dominion Line. Went missing 1886.  
 SAN JACINTO.....(1859) a BENJAMIN DEFORD (Merch. & Miners). In fleet, 1872-1877. Later Cuban registry.  
 SAN SALVADOR.....(1859) a S R SPAULDING (Merch. & Miners) In fleet, 1872-77.  
 TALLAHASSEE.....(1882) b PERSIAN (1905- ) (Merch. & Miners) Broken up 1937.  
 \* \* \* \* \*

Passenger Liners: Living up to all advance notices, UNITED STATES returned the blue ribbon of the Atlantic to the American flag. Far surpassing QUEEN MARY's speed, the new superliner cut ten hours off the previous record. Her average speed was 35.59 knots against QUEEN MARY's 1938 average of 31.69...FLANDRE, the new French liner, has completed her maiden voyage. Unfortunately, it was marred on both east and west-bound legs by machinery difficulties. As a result, she has returned to the builder's yard for a thorough overhaul. Holland America Line's MAASDAM, sistership of the RYNDAM, arrived in N.Y. on maiden voyage August 27.... United Fruit has announced suspension of its cruise service from N.Y. By March of next year, the liners ANTIGUA, QUIRIGUA, TALAMANCA and VERAGUA will have been converted to "express banana carriers" carrying a maximum of 12 passengers each. The CHIRIQUI and JAMAICA are to continue passenger cruising from New Orleans.... FORT AMHERST (1936), former Furness vessel previously reported sold Belgian, is now British gov't AMHERST.... FORT TOWNSHEND (1936) has also been withdrawn from service. No decision on her disposition has been announced... Matson Line's MARIPOSA (1931) and MONTEREY (1932), idle for seven years, will return to operation. Matson retains MARIPOSA for possible reconversion to passenger vessel; Maritime Administration takes title to MONTEREY.

Whalers: From T.C. Van Nuys in Japan we have two additions to our whaler list in SB 41. FRANGO (1917) a GOLAA, former tanker, and ULYSSES (1915), former collier, operated as whalers under American flag during 1937-38.

S O S: BLACK GULL (1948), Norwegian freighter, was gutted by fire off Montauk Point, L.I., in July. After be-



KEYSTONE MARINER leaving Chester, Pa., on trials

ing towed to N.Y., she was found beyond repair and sold for breaking up.... ANNA SALEN (1940) a MORMACLAND b EMPIRE LAGEN figured in the news recently when she collided off NE coast of Scotland with the Norwegian whaler THORSHOVDI. She proceeded on her course to Halifax.... The 714-ton Swedish-American Line's motorship RYHOLM collided in a fog October 31 with the Swiss freighter BASILIA 23 miles below Quebec, and sank within 20 minutes in 25 feet of water. All aboard were rescued by BASILIA and river schooner NOTRE DAME and brought to Quebec. RYHOLM was proceeding down the St. Lawrence to load at Port Alfred on the Saguenay River, and BASILIA was upbound for Montreal when the accident occurred.

Canadian Pacific's BEAVERBRAE, after losing her rudder in the Gulf of St. Lawrence October 27, was taken in tow by Foundation Maritime tugs FOUNDATION VERA and FOUNDATION JOSEPHINE II, but was forced to seek shelter from strong gales in the lee of Magdalen Islands before proceeding to Halifax.

Scuttlebutt: It is reported that attempts will be made to salvage former Fabre Liner PATRIA (1913), sunk in Haifa during World War II.... ALGONQUIN



VICTORY has been converted into collier POCOHONTAS FUEL for the Pocohontas Fuel Co., similar to the same company's OAKLEY L. ALEXANDER....A direct steamship service has been established by Saguenay Terminals between Saint John, N.B., and Vancouver. The first ship on this run, SUNWHIT, is expected to leave Saint John about Nov. 1st, and SUNJEWEL to leave Vancouver for Saint John in October...Once again VICTORIA(1870) a PARTHIA, oldest American-flag vessel,

has returned to Alaska Line's service. Name Changes: ALABAMAN (1944) a ANDREAS HONCHARENKO (Amer. Hawaiian) is now SEACLIPPER...AMERICAN PACKER(1941) (Amer. Pioneer) is now CAPE SAN JUAN.. COASTAL DELEGATE (1945) is now PAUL H. TOWNSEND....COASTAL MESSENGER(1945) is now USCG COURIER, floating transmitter for Voice of America broadcasts.

Broken up: SANTA CRUZ(Panamanian) (1904) a MANCHURIA b PRESIDENT JOHNSON, famous old American liner; in Italy.

## Great Lakes

Rev. Canon F. C. St. Clair, Editor  
514 N. Eighth St., Manitowoc, Wis.

Pr. JOSEPH H. THOMPSON, longest on Great Lakes - 714 feet - was christened October 27 at South Chicago yards of American Shipbuilding Co. Powered by steam turbine, she should make 17½ miles per hour and carry 18,500 tons at 24 foot draft, 20,900 at 26 foot draft. Beam is 71½ feet. Christened by Mrs. Philip R. Neuhaus, daughter of Joseph H. Thompson, president of M. A. Hanna Co., Cleveland. Stern is the converted MARINE ROBIN, built 1944. A new midsection and new bow were built at Pascagoula, Miss. Midsection was joined to revamped stern at Baltimore and towed from there to New Orleans and up Mississippi River and Illinois waterway to Chicago. New bow followed her a day behind. The two sections were joined and steamer completed at South Chicago. Owned jointly by Hanna Coal and Ore., Sand Products Corp., and the Wheeling Steel Corp. Hanna Coal and Ore is a subsidiary of M. A. Hanna Co. Due to arrive Cleveland November 5 with first ore cargo, from Escanaba.

Former small freighter TREASURE, a HALCYON b CHAPPARAL, long idle at Port Stanley, being equipped at Detroit to recover sunken treasure from wrecks under direction of Peter McLean.

The 626-foot SPARROWS POINT also at South Chicago being fitted for Great Lakes ore trade for Bethlehem Transportation Co. Also 339-foot pr. PAUL H. TOWNSEND for self-unloading cement trade of Huron Transportation Co. Other vessels brought from coast this year include CLIFFS VICTORY, TOM GIRDLER, CHARLES W. WHITE, TROY H. BROWNING, JOHNSTOWN, and ELTON HOYT II.

Newest addition to Great Lakes shipping, tanker B. A. PEERLESS, passed Soo Locks October 31 on first trip to head of the Lakes.

Chicago's last excursion steamer, pr. CITY OF GRAND RAPIDS, built 1912 at Cleveland for Graham & Morton Transportation Co. at cost of \$400,000.00, sold by Hyman-Michaels Corp. of Chicago

go to a Hamilton, Ont., scrapping firm for \$56,250.00 and left St. Joseph Oct. 8 in tow for Hamilton. G. & M. T. Co. taken over by Goodrich Transit Co. in 1925. Taken over July 1933 by Michigan Trust Co. of Grand Rapids, apparently on Mortgage. Sold M. T. Co. to Kent Steamship Co., Duluth, October, 1936. K. S. S. Co. to Edward E. Taylor of Chicago, June, 1937. He had already been operating her 5 summers between Chicago and Milwaukee as Chicago-Milwaukee S.S. Co. and planned to continue. C-M S.S. Co. to C. & B. Transit Co. of Illinois, to operate between Chicago and St. Joseph, Mich. Some years ran on to South Haven, others to Michigan City only, plus night lake rides. Not operated 1951 or 1952; lay idle at St. Joseph. She was the last of the old Goodrich Line to operate.

Canadian oil tanker IMPERIAL LE-DUC, badly damaged by explosion at Sarnia, Ont., last November, has returned to service after rebuild at Toledo.

Schwarz Marine Co. of Two Rivers, Wisconsin, has built three patrol boats for U. S. Engineers to use on Mississippi River and is now working on a 65-foot steel double-deck auto-passenger ferry for Russell Transportation Co. of Bayfield, Wis. New ferry will operate between Bayfield and the Madeline Islands.

Pr. GORDON C. LEITCH, built at Midland, Ont., for Upper Lakes & St. Lawrence Nav. Co. to be ready in November. Is sistership of new JAMES L. NORRIS. Both 664x67, capacity 18,800 tons, speed 14 miles an hour.

Manitowoc Shipbuilding, Inc., of Manitowoc, Wis., now building a large steamer for American Steamship Co. (Boland & Cornelius, managers), Buffalo, has secured a \$7,000,000 contract to build a 605-foot self-unloader for the same company. Vessel now being built to be 639 feet in length.

Captain Robert Pringle, operator of Pringle Barge Line until its sale



to Oglebay, Norton & Co. in 1942, died September 12 at his home in Detroit at the age of 86. He was well-known to all marine men on the Great Lakes.

Pr. PAUL H. TOWNSEND, 339 feet in length, converted from a C1-M-AV1 Maritime Commission vessel to a Great Lakes bulk cement carrier for Huron Transportation Co. of Detroit, has reached Great Lakes via Mississippi River and Illinois Waterway. Is a self-unloader.

New 666-foot self-unloader JOHN G. MUNSON left Manitowoc August 22 on her maiden voyage. Carries cement and limestone for Bradley Transportation Co., subsidiary of U. S. Steel Corp.

New vessels in service on the Lakes: JOHN O. MCKELLAR, 678 feet long, largest Canadian steamship afloat. Owned by Colonial Steamships, Ltd.

ERNEST T. WEIR, 690 feet long, built at Lorain, Ohio, for National Steel Corp., to be operated by M. A. Hanna Co. of Cleveland. Present ERNEST T. WEIR to be rechristened GEORGE R. FINK and present GEORGE R. FINK to be rechristened THOMAS E. MILLSOP.

EDWARD B. GREENE, 647 feet long, built at Toledo for Cleveland Cliffs Co.

CHARLES L. HUTCHINSON, fourth Great Lakes ship to bear that name, 644 feet long, built at Bay City by Defoe for Pioneer Steamship Co., Hutchinson & Co., Cleveland, managers.

PHILIP R. CLARKE, ARTHUR M. ANDERSON, and CASON J. CALLOWAY, 647 feet long, for Pittsburgh Steamship Co.

J. L. MAUTHE, 647 feet long, for Interlake Steamship Co.

GORDON C. LEITCH and THUNDER BAY, each 664 feet long, for Canadian owners.

ARMCO and RESERVE, 647 feet, for Columbia Transportation Co.

WILLIAM C. FORD for Ford Motor Co.

RICHARD M. MARSHALL for Great Lakes Steamship Co.

A 547-foot freighter for Algoma Central Lines of Canada.

New Chesapeake & Ohio ferry SPARTAN is now in service between Ludington, Michigan, and Kewaunee, Manitowoc and Milwaukee, Wisconsin. Sister ship TROJAN still under construction at Sturgeon Bay.

All car ferries went back into service in October, after a strike by the licensed officers since July 4th.

Detroit and Bob-Lo steamers COLUMBIA and STE. CLAIRE were laid up when crews struck last week in August and the resort was closed. So this service, of which the scribe has happy memories, faces an uncertain future.

Sandusky and Cedar Point double-ended ferry G.A. BOECKLING was not op-

erated in 1952 and at last word was to be scrapped. Two motor boats replaced her on the old route.

We understand that the former Detroit and Walkerville ferry WAYNE, in service carrying excursions at Toledo and at Duluth in recent years, has been sold and is to be made a machine shop at Sturgeon Bay.

We also note that pr. PUT-IN-BAY was not in service at Detroit in 1952, but is laid up there. Same is true of D. & C. Liners which have not operated since 1950.

NIAGARA TO NEWFOUNDLAND, Robert W. Shepherd, Editor, Como, Quebec, Canada



GLENCOE at St. John's, Newfoundland  
August 22, 1952 --Clark photo

Two new ships have been ordered for Newfoundland Coastal Service of Canadian National Railways. Diesel propelled and strengthened for work in ice, they will be powered by Canadian-built Fairbanks-Morse engines.

One vessel will replace GLENCOE (built 1899). The other new ship will replace CLARENVILLE and CODROY, smaller motor vessels, freeing them to augment coastal service to other parts of the island. Contract for the new ships has been given to Hall, Russel Company, Aberdeen, Scotland.

CNS cruise ships LADY NELSON and LADY RODNEY have made their last calls at Montreal and after their final voyage to the West Indies, will be retired.

According to a report in a Watertown, N.Y., paper, the ferry ELMER W. JONES, operating between Morristown, N.Y., and Brockville, Ont., is the only surviving US-owned ferry on the St. Lawrence River. The Brockville & Morristown Ferry Co., Inc., owner of ELMER W. JONES, operates with a crown franchise granted, oddly enough, in 1812, when Canada and the United States were at war. During the Second World War, The boat was an ammunition and troop car-



rier in naval service at Norfolk, Va., for 42 months and merits seven gold service stripes from the US Navy for this work.

The Hamilton Harbor Commissioners recently advertised in a Montreal newspaper for an all-steel passenger vessel, approximately 150 feet in length and 50 feet in beam, with a capacity of 1000 passengers, no doubt to replace

burned HAMILTONIAN.

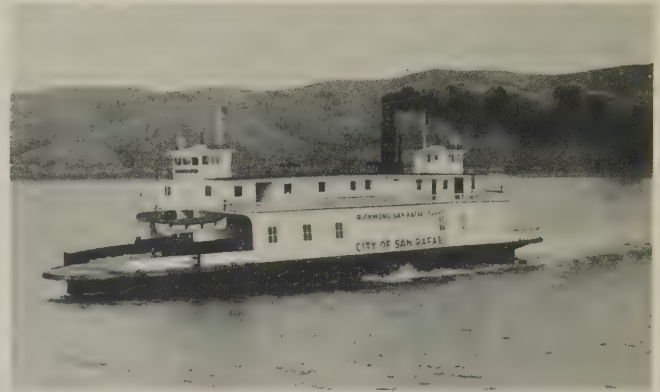
The 2350-ton motor vessel IRVINGWOOD was launched at Lauzon, Que., October 30 for Kent Lines, Ltd., of Saint John, N. B., at the George T. Davie & Sons, Ltd., shipyard. IRVINGWOOD will be used in the pulpwood trade on the Great Lakes, St. Lawrence, and eastern seaboard. She is 256 x 44, and is equipped with radar.

## West Coast

Those who saw the sternwheeler HENDERSON 210030, 1912, stealing the show in the movie Bend in the River may wonder why she recently received a new paint job. But, nevertheless, she received a thorough cleaning and painting, for she was to be honored as the senior steamboat of Portland and the proud bearer of a standard. For on her stack was placed the triple-chime whistle whose notes have been known and loved from Astoria to Lewiston and Champoege on the Columbia, Snake, and Willamette, and on the Kuskokwim and lower Yukon. Half a century ago its notes identified the HASSALO on the Portland and Astoria run. Later the Union Pacific's LEWISTON had the whistle. Western Transportation Co. bought this boat in 1940 and renamed her BARRY K. But the Army soon took the boat and sent her to Alaska. After the war the boat began to rot. Letters to the Oregonian by Howard Gill and other Portlanders sparked the return home of the whistle and its being put on steam again on Western Transportation Co.'s CLAIRE 216047, 1918 (SB, vii:43,96; ix:71). But her days on the CLAIRE were short, for CLAIRE made her last trip June 29, to the Veteran Steamboatmen's picnic at Champoege. There the assembly petitioned WTC president Rex Gault to transfer the whistle to other live steam after CLAIRE's retirement.

Returning from Champoege, Rex Gault blew the last long blasts of the famous whistle for the Steel bridge. As CLAIRE passed through, he cut the cord so the chimes could not again be blown on that boat. CLAIRE was tied up at the WTC mooring beside the Steel bridge and replaced the N. R. LANG hulk as machine shop. Her machinery has been removed except her wheel and bow winch, which were left intact for nostalgic appearance. Gault rejected numerous offers from distant steamboat operators and factory owners for the whistle and passed it on to Captain Homer Shaver for the Shaver Transportation Co.'s HENDERSON. A slight bend was found in

Robert W. Parkinson, Editor  
3051 Shattuck Ave., Berkeley, Cal.



CITY OF SAN RAFAEL on the Richmond and San Rafael ferry--Owner's photo

the bell of the center chime, and after this was straightened, the quality of the chimes was better than it had been for years. So far the HENDERSON's new whistle has not been heard in Portland uptown, as her work has been on the lower river. But many Portlanders will follow her through Burnside, Morrison, Hawthorne, and Ross Island bridges by the distant sound of her blasts, each blast a salute to bygone steamboats. That is what the distant listeners want to hear. That is why they brought the whistle back home.

\* \* \* \* \*

The first ferryboat on San Francisco waters of regular double-ended construction was CARQUINEZ 5179. We would like to hear from eastern readers who know which New York yard built her, and on what vessel she was shipped knocked-down to San Francisco Bay. She arrived in the spring of '54 and was launched at Martinez in April and in service between Martinez and Benicia in July, across the strait whose name she bore. Some early documents show her name as CARQUINES. In 1861 her owners were listed as Oliver C., Chas. G., and Henry Coffin; her master as Joseph C. Coffin. At that time she was 97 and 76/95ths tons and her registered dimensions were 86'6"x24'8"x5'3". In 1865 she was readmeasured at 102.17 tons, 82.6'x24.8'x6.0'. In 1870 her



owners were Lansing B. Mizner of Benicia and Paul Shirley of Martinez.

On August 13, 1881, the double-ender BENICIA was launched at Martinez to replace her. In September the steamer SONOMA took over the run temporarily and CARQUINEZ went to San Francisco to be dismantled. In November and December BENICIA was in San Francisco to receive "new" boiler and engines. Early in January, 1882, BENICIA was in service, but her "new" machinery, doubtless from the CARQUINEZ, gave her constant trouble. In 1887 or 1888 she was reboilered. A few months later she went to San Francisco again for a thorough overhaul, but never returned to the Straits. On July 14 she arrived at San Diego. She had been towed from San Francisco to San Pedro by steam schooner SOUTH COAST, and ran under her own power from there to San Diego. She was on the San Diego-Coronado run till July 4, 1903. Her engines then went

to a Los Angeles junkie, her boiler to a pumping plant in the Otay Valley at the south end of San Diego Bay, and her pilot houses became hot dog stands at Coronado Tent City.

Martinez was left without direct ferry connection with Benicia till 1913, when CITY OF SEATTLE went on the route.

Though there are several known photos of BENICIA at San Diego, none are known of her on the Straits, nor are any at all of CARQUINEZ known.

The present Martinez-Benicia ferry, operated by the city of Martinez, is making a gallant struggle for business with an intensive advertising campaign and with a second boat on the heavier traffic holidays and on weekends. CITY OF SAN RAFAEL and CHARLES VAN DAMME, sidewheelers, are on this route.

Preliminary work is to begin in 1953 on a bridge between Richmond and San Quentin which will replace the Richmond-San Rafael ferry.

## Atlantic Seaboard

Hudson River Day Line continued daily trips to Poughkeepsie till Sept. 21, but its poorly-patronized twice-weekly Catskill service and the Sutton Line (usually PETER STUYVESANT) were discontinued the day after Labor Day. Often on fine August weekends, ROBERT FULTON would not be used, there not being enough patronage for a second boat! The Meseck Lines, Keansburg Line, and the Wilson Line Operating Co. ceased daily runs after Labor Day, but continued charter trips for several weeks.

JOHN A. MESECK 228531 a NAUSHON and AMERICANA 205096 laid up as usual under the Colgate clock in Jersey City. CITY OF KEANSBURG laid up at Keyport, and Wilson Liners LIBERTY BELLE and STATE OF PENNSYLVANIA went home to Wilmington, Del., for lay-up. During the season diesel LIBERTY BELLE 255508 was on the Rockaway route (her low clearance enabled her to slip under the bridge there without raising it) and steamer 'PENNSY' usually took charter parties, often to Bear Mountain.

The 'Round Manhattan lines, Circle Lines and Capt. Nugent's Normandy Sightseeing Cruises, Inc., continued operating through the fall, but on reduced schedules.

The steam double-ender YORKVILLE 228264, one of the City of New York's 151-foot class of single-deckers, is currently being used on the Blackwell's Island run from East 79th St., N.Y.C., making "corner-to" landings for foot passengers only.

BINGHAMTON 201734 returned from

Harry Cotterell, Jr. Editor  
36 Alexander Street, Newark, N. J.

the West Brighton Shops on October 4th with new steel plating and a fresh coat of paint on her main deck, and has taken her place on the Hoboken ferry.

A report in a Philadelphia paper to the effect that the directors of Wilson Line, Inc., had voted, subject to the approval of its stockholders, to dissolve the company and sell its assets (except the voting trust certificates it holds in Virginia Ferry Corp.) created a flurry of excitement in November, until company officials strongly denied there was any intention of abandoning the business, and that, whatever the corporate changes, operations will continue as in the past. The decision to dissolve the corporation is thought to have been made to allow the stockholders to benefit, taxwise, from the recent sale of the Delaware-New Jersey Ferry Company.

In spite of radar and expert pilots, diesel JERSEY SHORE and steamer CAPE MAY found themselves ashore on a Racoon Island mudflat in a dense fog September 26. The tide was falling, so the two Chester-Bridgeport ferries were not pulled free for upwards of seven hours, meanwhile their passengers and vehicles were marooned aboard.

BOSTON BELLE and DELAWARE BELLE are wintering at Chestnut Street wharf, Philadelphia, rather than at Wilmington with their sister Wilson Liners. With the new diesel excursion vessel (a PC 1207, U. S. Navy) nearing completion there, the Wilmington yard of the Wilson Line is quite congested.



ATLANTIC SEABOARD (New England-Canada),  
Doris V. Green, Editor, 126 Broad  
Street, Groton, Connecticut

TICONDEROGA made her last trip of the season Sept. 21, and laid up at Shelburne Harbor, where Captain A.A. Fisher and his son, Pilot Martin Fisher, both SSHSA members, were soon at work getting her ready for next season. She came out this spring with a new stack-liner, new guards, new planking on the main deck forward, new canvas on the dome and hurricane decks, to say nothing of large amounts of fresh paint. 'TI' continues to look younger every year.

Peter McLaughlin, SSHSA member and Boston manager for the Wilson Line, sends the following: M.V. BOSTON BELLE established a new record on the Provincetown run. She started May 30, and ran every day until Sept. 7, without missing a single day - and - the arrival and departure times did not vary more than ten minutes! It is believed by many at Boston and Provincetown that this record will never be broken or equalled, unless BOSTON BELLE does it again. BOSTON BELLE also ran nightly moonlight dance cruises to Nantasket. She made the run in 40-45 minutes and gave her passengers a one-hour stopover. Thus, the oldest steamboat operation in the world saw its first diesel.

Wilson Line is building a new 3700-passenger motor vessel for Nantasket, and expects she will be on the run in '53. As yet unnamed, she is afloat at Wilmington, Delaware.

Late word comes that our most venerable vessel is pulling up stakes in Narragansett Bay and moving to Florida for good. She is diesel oyster dredge SALTESEA 13937 a JAMES MORGAN, built in 1822 at Poughkeepsie, N.Y. (See SB, v:35)

ATLANTIC SEABOARD (Chesapeake Bay and South), John L. Lochhead, Editor, Mariners' Museum, Newport News, Virginia



CITY OF RICHMOND, May 10, 1951

In October Hampton Roads lost its distinction of having the last active sidewheel ferry on the Atlantic Coast. CITY OF RICHMOND was towed away to the Patapsco Scrap Corp. in Baltimore. She has been replaced by FLORIDA, former Newcastle-Pennsville ferry and sister to NORFOLK a NEW YORK, now in service between Pine Beach and Newport News. The purchase of these two steam ferries is most welcome to those suffering from excessive vibration and noise on the recently dieselized OCEAN CITY, NEWPORT NEWS and WARWICK. It would seem as if the refrain "A rattle rattle here, a rattle rattle there, here a rattle, there a rattle, everywhere a rattle" was written with these craft in mind.

Ferry YORK, idle at Gloucester Point since the opening of the Yorktown bridge in May, was brought in September to Newport News, where she is for sale.

Captain Clarence Kirwan, 80, formerly master of Merchants and Miners ships and a native of Mathews County, Virginia, died in September.

Still another change has come over the former ferry OCEAN VIEW which once plied between Old Point and Willoughby. Built as VIGILANT in 1894 at Newburgh, N.Y., she spent a short time as an excursion boat between Boston and Plymouth, Mass., before coming to Hampton Roads. She burned Feb. 9, 1909, with the loss of three lives; collided with a Danish bark Dec. 11, 1919; and burned again in August, 1926. Her hull was then rebuilt as a tanker, and for many years she has been known as the POLING BROS. NO. 8 out of Hampton, Va. In September 45 feet were sliced from her midsection to convert her to a towboat.

Two newspaper accounts have featured the MAJOR HENRY BREWERTON, Chesapeake Bay's oldest vessel, built as a tug in 1857. She was dieselized and converted to a freighter in 1938, and is now employed in hauling fish scrap from Virginia menhaden plants.

During the fall the Old Bay Line made major repairs to its Washington wharf. DISTRICT OF COLUMBIA was shifted temporarily to the Baltimore-Norfolk route, giving CITY OF NORFOLK and CITY OF RICHMOND time for overhauling.

The hull of MEMPHIS now lies abandoned in an unused channel of the Albemarle and Chesapeake Canal about 15 miles south of Great Bridge, Va. She was turned over to the Army Engineers for disposal after breaking adrift from her moorings near Colonna's Shipyard in Berkley.

The Maryland Historical Society opened an exhibit on the maritime his-



tory of Chesapeake Bay October 30. H. Graham Wood, SSHSA Treasurer, was in charge of the steamboat section. Charts, models, photographs and prints made a very attractive display.

Total revenue of the Norfolk County ferries operating between Norfolk and Portsmouth decreased 20 percent for the first nine months of the current year due chiefly to the opening of the bridge-tunnel between the two cities. Schedules have been cut slightly. The Portsmouth-Berkley ferry was discontinued last summer after service had been sharply curtailed. The Berkley property owned by the ferry company is to be offered for sale.

Thick fog over Hampton Roads on October 27 gave the Pine Beach-Newport News ferries a hard time. OCEAN CITY and WARWICK collided, and NEWPORT NEWS went aground. WARWICK was the only one put out of action.

Virginia Ferry Corp. has sold its tanker KIPTOPEKE, a converted diesel landing craft. The company's daily sailings have been reduced to a four-boat schedule, allowing one boat at a time to be withdrawn for badly-needed

overhaul and reconditioning work. There are sailings in each direction every 80 minutes around the clock.

From Charleston, S.C., comes the report that MADISONVILLE 226632 was to open a 30-day series of cruises there beginning September 20. The diesel was formerly on the Statue of Liberty run.

Dave Forrest and Harry Cotterell send further word on the Bee Line at Tampa, Florida (See SB, ix:46): The 7-mile ferry between Pitney Point (Tampa) and Pinellas (St. Petersburg) is now owned by the Florida State Improvement Commission. In the days of private operation by the Florida Railroad & Navigation Corp., there was, in addition to PINELLAS, SARASOTA, and MANATEE, a gasoline launch, CITY OF PUNTA BLANCA 208986 a R. W. POWELL in the fleet. HILLSBOROUGH 254373 a (Navy) LSM 244, was built 1944 at San Pedro, Cal., and is the only one of the fleet operated strictly single-ended fashion.

Texas State Highway Dept. operates its free ferry between Galveston and Port Bolivar with the twins CONE JOHN-SON 259819 and R. S. STERLING, diesel double-enders built 1950 in Galveston.

**Review** Past and Present Steamers of North Wales, by F. C. Thornley, Prescott, Lancashire (T. Stephenson & Sons, Ltd.), 1952. 78pp. Ill. Index. 6s/6p.

This book is about the steamers which have run regularly between Liverpool and the ports and resorts of North Wales since 1821, when CAMBRIA sailed between Liverpool and Bagillt in Flintshire. Lovers of steam may note that this is really a book about steamships -- only one motorship is mentioned.

An account is given of the tragic voyage of ROTHSA Y CASTLE. This vessel was already old when she came on the North Wales scene after serving on the Clyde. In August, 1831, she left Liverpool for Beaumaris in Anglesey. She encountered boisterous weather and, although her engine room began to fill, the master refused to put back. Her fires extinguished, she drifted ashore and broke up. Only 23 of more than 130 aboard were saved. It was stated at the inquest that both master and mate were intoxicated during the passage and at the time of the stranding.

In more cheerful vein, we have the story of the passenger in the famous old LA MARGUERITE who asked a steward to direct him to his cabin after the ship had left the Mersey. It transpired that he thought he was aboard BALTIC, bound for New York. A chapter is devoted to LA MARGUERITE, which was one of the best known and most popular of

British coastal paddlers.

In the concluding chapters the author acts as guide and describes the scenery on a trip in one of the vessels of the Liverpool and North Wales Steamship Company.

This little book slips easily into the pocket, and may be recommended as a traveling companion. It contains photographs of more than twenty of the vessels mentioned, and is sold at a very reasonable price. --Michael Smye

CURRENT READING NOTES \* \* \* \*

Copies of No. 9 Annual Dog Watch, publication of Shiplovers' Society of Victoria, Australia, are available from Secretary E. A. Patt, West Barrington, R. I. 50¢ per copy, postpaid.

Launching of BADGER, christening of SPARTAN, and articles about Pere Marquette and C&O carferries in Tracks, (C&O Rwy magazine) October, 1952, Ill.

More articles in Daily Press, Newport News, Va., run in connection with Mariners' Museum Exhibits since August: Aug. 31 SS. GREAT WESTERN shown on prints and china. Nola O. Hill.

Sept. 28 MAURETANIA. JLL.  
Oct. 26 TITANIC. Robert H. Burgess.  
Also, Sunday Daily Press, Sept. 7, had a well-illustrated article by Alexander Crosby Brown on the Old Bay Line.

**CQD** Information requested on RIMAC, a gunboat built for Peru in New York and which steamed out for Peru in 1847. R. W. Parkinson, West Coast Editor.



## S T E A M B O A T B I L L C F F A C T S

A publication relating primarily to North American steam and other power vessels, past and present. Issued to promote and coordinate the activities of historians and collectors, by The Steamship Historical Society of America, Inc. The success of Steamboat Bill depends on sustained cooperation of SSHSA members. Opinions expressed by authors are not necessarily those of the editors. Subscription is by membership in the Society. Active Membership, three dollars. Send applications and inquiries to Edwin A. Patt, Secretary, 53 Annawamscutt Road, West Barrington, Rhode Island. Single copies, 75 cents.

## E d i t o r

C. Bradford Mitchell, 3 Phoenix Street, Fairhaven, Massachusetts

## Associate Editors

Jay Allen (founder), 2 Saffer Court, Urbana, Illinois

Frank O. Breynard (past editor), 213 Glen Ave., Sea Cliff, L.I., N.Y.

Edward O. Clark, 490 East Abington Ave., Philadelphia 18, Pennsylvania

R. Loren Graham (photo editor), 108 Farragut Road, Swampscott, Mass.

## Associate Editors (continued)

Randall V. Mills, 39 West Twenty-Fourth Avenue, Eugene, Oregon

Edwin A. Patt (circulation), 53 Annawamscutt Road, West Barrington, R.I.

Victor E. Scrivens, 565 First Street, Westfield, New Jersey

Frederick Way, Jr., 121 River Avenue, Sewickley, Pennsylvania

James Wilson (indexing), 215-28 47th Avenue, Bayside 61, New York

Regional Editors as Indicated in Their Sections

Number 44 - - - - - December, 1952 - - - - - Volume IX, Number 4

**SSHSA Log** The Annual Meeting of the Society will be held January 31, 1953, at the New-York Historical Society, New York City. Five Directors are to be elected at that time, and there will be other important business.

\* \* \* \* \*

About the same time that the SSHSA was warming engines for its trial run, a sistership, the Sons and Daughters of Pioneer Rivermen, was being launched on the Ohio by a group of historians, collectors, and practical rivermen. Led by Frederick Way, Jr., and J. Mack Gamble, they were impelled by the same devoted interest in the American steamboat and the same desire to perpetuate its story, its look, and its technology, which brought our founders together at Salem in 1940. For over a decade, both societies have worked at their common task. Each has heard much of the other, through members they share in common; but, like neighbors on opposite sides of a hill, they never have had time to get together.

Now we are promised such a chance. Through their President, Captain Way, the Sons and Daughters have invited our society to meet jointly with them late next summer at their headquarters, the River Museum at Marietta, Ohio.

The year, place, and opportunity are singularly happy. It will be a sesquicentennial year for Ohio--both state and valley. The River Museum, a focal point in the festivities, houses the foremost institutional collection of western river steamboat materials, and is one of the leading water transportation museums in the entire country. To those SSHSA members already committed to the study of the inland rivers, it affords invaluable aid; to others, its models, pictures, and other materials will furnish a comprehensive and fascinating view of mid-American steamboating.

Whoever has attended a meeting of the Sons and Daughters will need no coaxing to do it again; whoever has not is assured a new and delightful experience in the hospitality of our river colleagues. Our 1951 meeting with the Marine Historical Society of Detroit proved the pleasure and value in such interregional get-togethers. If you missed that one, find out for yourself at Marietta. The exact date will be announced later, but keep a weekend free about next Labor Day.

For the benefit of interested persons in the United Kingdom, we publish a copy of a letter received by the Chairman, Legal Committee, SSHSA:

(C O P Y) BANK OF ENGLAND, LONDON, E.C. 2.

12th July, 1951

Mr. Thomas A. Larremore,  
148-08 88th Avenue,  
Jamaica, 2  
New York

United States of America.

Dear Sir:

Exchange Control

I write with reference to your letter of the 6th July to say that, although it is necessary for residents of the United Kingdom to obtain permission for the payment of subscriptions to American societies, under current practice permission is given for the transfer of funds to America for this purpose provided that the amount of the subscription is not excessive and that the society concerned is of a learned or technical nature.

As it would appear that the society mentioned in your letter falls within this category, those of its members who reside in the United Kingdom should experience no difficulty in remitting their membership dues to the United States of America on application being made through their bankers. It would be of assistance, however, if such members would quote the date..(above)..and reference..(below)..when submitting their applications for approval.

Any reply to be addressed to

"The Chief Cashier, Exchange Control" (R.G.)  
and to bear the reference: L/633 EC 409/RG.7  
Telegraphic Address: "Ingotism. London"

Yours faithfully,

(signed) M.D. Johnson

Bank of England

Foreign Exchange Control



## Heard On The Fantail

Send FANTAIL views, reminiscences, gripes, news of members, and notes on operation to Jay Allen, Saffer Court 2, Urbana, Illinois.

We have not shown many deepwater FANTAIL views, so here is one of a ship from Vigo, Spain, contributed by C. H. Luffbarry of Woodbridge, N. Y. He did not mention his name in his note, but the name on the stern appears to be CAMPAMENTO. She is shown in the Erie Basin, Brooklyn, in August, 1951. The hull design looks interesting, and we'd be glad to hear more about her--owners, route, date of building, etc.

HEARD ON THE FANTAIL provides a place in our journal devoted to the expression of our enjoyment of our hobby; devoted to the spirit of steamboating--the drive behind the effort we put into collecting and writing up the facts which appear in the body of Steamboat Bill of Facts. I conceived it in 1940 as a place for the exchange of discourse such as would take place amongst a group of steamboat enthusiasts gathered at leisure on the fantail "for some gossip as the sunset deepens over the foaming wake" --to quote from our first issue, April 1940. Here you may share experiences you have enjoyed in pursuing any phase of our hobby; and here you may question statements made, just as you would while conversing face to face. With this explanation in mind, let us proceed to the first of what I hope will develop into a series of Fantailers' reminiscences.

Charles Van Holland (Urbana, Ill.) has this story to tell of his first trip on the HENDRICK HUDSON. As I have indicated above, corrections are invited, as the tale was written from memory in June, 1951. Here is the story:

To a boy from Arlington, New Jersey, the trip to Jersey City and across the Pavonia-Chambers Street Ferry was always the beginning of adventure. A walk up West Street past the piers, with all the cargo piled about them, and with the tops of ships and steamboats seen over them, was a wonderland.

One day early in the summer of 1906, we--Mother and Dad, myself, sister and little brother (8, 7, and 5 years old)--made this walk again, bound up to Desbrosses Street for a trip up the Hudson on the ALBANY. When we arrived at the pier we noticed that the ALBANY was tied up on the other side of the slip, and that the new HENDRICK HUDSON was taking on passengers. As we crossed the gangplank we found that the gangway was decorated with potted palms, and with floral pieces in the



shape of anchors, pilot wheels, and horseshoes, making me wonder if there was a funeral. My questions drew the explanation that this was a new boat, and that these were expressions of wishes for success. Another thing that caught my eye that day was the bright uniforms of the officers. They were so nice and new looking.

Amid much whistle-blowing and cheering we left Desbrosses Street and proceeded up the river. The stop at 130th Street seemed to be a long wait, during which time my mother learned that Admiral William A. Fletcher was aboard, and she sent him a note. When the boat was once more bound upriver, a messenger came to us bringing the admiral with him. The naval uniform was more wonder for an eight-year old boy, and to have Mother calling him "Will" was really something!

When we were off Yonkers (I don't remember if we had stopped there or not), a pounding down in the middle of the boat proclaimed that something had gone wrong, and then the boat stopped. There was a splash, and the new HENDRICK HUDSON was anchored out in the middle of the river! (To be continued)

I hope the heavy mail of contributions to the March Fantail session will include a striking fantail view of HENDRICK HUDSON to go with the rest of Van Holland's account. Meantime, Happy Boating in 1953! -STEAMBOAT BILL

Late flash: EXODUS 1947 a PRESIDENT WARFIELD, owned by Ships & Vessels, Ltd., Haifa, has been sold to local shipbreakers for scrap. A fire destroyed the vessel's wooden superstructure and the Haifa port authorities ordered her to be towed outside the harbor. Since 1947, when she arrived with 4500 immigrants, she had been anchored at Haifa.

The line-cut at the head of page 77 is reproduced from a Clyde Line letterhead of about 1870.